

श्री जगन्नाथ मिश्र : मंत्री महोदय, के जवाब से यह परिलक्षित होता है कि ड्रग इण्डस्ट्रीज में न किसी चीज का अभाव है और न गड़बड़ी है, सब काम ठाठ से चल रहा है। इस लिए मैं यह पूछने के लिए विवश हूँ—गत 3 वर्षों में विदेशों से कितना रा-मेटेरीयल आयात हुआ है? ड्रग प्रोडक्सन का हमारा क्या लक्ष्य था और किस अन्त तक उसकी पूर्ति हुई है ?

श्री शाहनवाज खा : 1971-72 में हम ने 35 करोड़ रुपये के इम्पोर्ट किये। 1972-73 30 89 करोड़ रुपये के इम्पोर्ट किये गये। इस इम्पोर्ट से हमारी जितनी अन्दरूनी जरूरिय थी वह पूरी हो गई

डा० लक्ष्मणारायण पाडेय : मंत्री महोदय ने अपने उत्तर में बताया कि किसी प्रकार की कोई कमी नहीं है। और इण्डस्ट्रीज के लिये कोई बाधा पैदा नहीं हो रही है। मैं जानना चाहता हूँ, क्या यह सही है कि सल्फाइज के रा-मेटेरीयल के अभाव में इन औषध निर्माताओं को भारी कठिनाई हो रही है, जिनका इम्पोर्ट आप व्यवस्थित रूप से नहीं कर रहे हैं ?

श्री शाहनवाज खा : इस मुल्क में जितनी लाइसेंस कैंपेसिटी मौजूद है, उसकी जरूरियात पूरी की जा रही है और हमें कोई शिकायत कर्मा की कहीं से नहीं आई है।

#### Closure of Rupsa-Talband Narrow Gauge Line (South Eastern Railway)

\*128. SHRI SHYAM SUNDER MOHAPATRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Rupsa-Talband narrow Section of South Eastern Railway is an unremunerative and losing Section;

(b) whether the Railway Administration has finally decided to close down the Section only because of its being unremunerative; and

(c) if so, Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Yes, Sir. The Section now extends between Rupsa and Bangriposi only.

(b) No, Sir.

(c) Does not arise.

SHRI SHYAM SUNDER MOHAPATRA: Since the Minister has said "Yes, Sir" I want to know whether such type of unremunerative lines have also been taken up in other railways, particularly in Maharashtra area.

SHRI MOHD. SHAFI QURESHI: Since the question pertains to Orissa, I do not have that information.

SHRI SHYAM SUNDER MOHAPATRA: If I know the position about Maharashtra, then I can press my claim for Orissa.

MR. SPEAKER: But the question relates only to Orissa and not to Maharashtra.

SHRI SHYAM SUNDER MOHAPATRA: I want to draw the hon. Minister's kind attention to the fact whether he is aware that in that particular line, the traffic which is a mixed one, both goods and passenger traffic, has been withdrawn by the D. S., Kharagpur.

MR. SPEAKER: That is a good information he is giving.

SHRI MOHD. SHAFI QURESHI: I have to check up.

#### Modernisation of Signalling Communication System

\*129. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) the steps taken by Government regarding the modernisation of the

Signalling Communication System and achievement of self-sufficiency in the requisite equipment for this purpose by cutting down imports from foreign countries, as recommended by the Administrative Reforms Commission in its Report on Railways (January, 1970); and

(b) whether any phased programme has been drawn up by the Railway Board for the progressive attainment of self-sufficiency in this sphere?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MOHD. SHAFI QURESHI): (a) Modernisation of Signalling and Telecommunications on the Railways is an accepted policy and latest techniques are being progressively introduced on Railways based on safety, traffic and financial consideration.

The indigenous manufacture of modern electrical signalling equipment has been taken up, among others, by two established manufacturers of signalling equipment. In addition, some of the Railways Signalling Workshops are also manufacturing a few of the important items.

Telecommunication equipment is being manufactured by public sector undertakings like M/s. Indian Telephone Industries, Bharat Electronics Ltd., Bangalore and Hindustan Cables Ltd. Electronics Corporation of India Ltd. is also developing indigenous manufacture of some of the Signalling and Telecommunication equipment now being imported.

(b) Yes, Sir.

PROF. NARAIN CHAND PARASHAR: In view of the assurance that there is a phased programme for attaining self-sufficiency in this sphere may I ask the hon. Minister whether there is any period fixed for this, say, at the end of the Fifth Plan, as was the desire of the Administrative Reforms Commission?

SHRI MOHD. SHAFI QURESHI: This import substitution cannot be time-

bound. But we are trying to see that whatever imports are making are manufactured indigenously. We cannot give any specific date for that.

PROF. NARAIN CHAND PARASHAR: May I know, what is the percentage of self-sufficiency attained at the moment in the Indian Railways and by what percentage they want to increase it in the next Plan?

SHRI MOHD. SHAFI QURESHI: We are only importing about 25 per cent of the equipment. We hope to reduce it considerably in the next Plan period.

SHRI MANORANJAN HAZRA: May I know from the hon. Minister whether block signalling is working at present or not?

SHRI MOHD. SHAFI QURESHI: That is working on certain lines. But I cannot give details at present.

#### Linking of Ganges with Cauvery

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\*130. SHRI SEZHIYAN:  
SHRI MURASOLI MARAN:

Will the Minister of IRRIGATION AND POWER be pleased to state:

(a) the progress made so far to link the Ganges with the Cauvery; and

(b) whether any amount will be allocated in the Fifth Five Year Plan for this project?

THE MINISTER OF IRRIGATION AND POWER (SHRI K. C. FANT): (a) and (b). Proposals for investigation of some links for immunisation of some of the chronically drought affected areas have been drawn up and are under consideration of the Planning Commission.

SHRI SEZHIYAN: The proposal to link the Ganges with the Cauvery had raised very many expectations. I would like to know when this proposal was actually taken into consideration by the Government. I want to